

# Appendix E

Land's End Airport Ltd

Stage 2A (OPTIONS DEVELOPMENT)

Appendix E: Evidence of Stakeholder Engagement (Additional Option)

Email Engagement Stage 2A

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**ACP-2019-75**

**Proposed Airspace Changes to the Land's End Transit Corridor (LETC)**

Stakeholder Feedback Form

Name	[REDACTED]
Organisation	St. Mary's Airport / Council of the Isles of Scilly
Email Address	[REDACTED]
Telephone Number	[REDACTED]

Options Appraisal - Addendum

Option	Modify the size of the LETC
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Please provide feedback, using the following tables.

We thank you for taking time to engage with us in this important part of the airspace change proposal.

Please would you return any completed forms to us before 12:30 on 15<sup>th</sup> October 2020. To:

[cpearsoon@issg.co.uk](mailto:cpearsoon@issg.co.uk)

or

Land's End Airport,  
Kelynack,  
St. Just,  
Penzance,  
Cornwall,  
TR19 7RL

**Option:            Modify the size of the LETC**

Please provide feedback on how modifying the size of the LETC would affect the operations or interests of your Organisation. Please also include any suggestions/restrictions on where any new boundaries for the LETC should be located.

This amendment to the ACP for the LETC can only enhance the overall safety of flight during IAP's in conjunction with the TMZ & RMAZ.

Please provide feedback on any safety issues that may concern your organisation and how these should be addressed.

No safety issues perceived and we fully support this change proposal.

## Christopher Pearson

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**From:** [REDACTED]  
**Sent:** 07 October 2020 16:04  
**To:** Christopher Pearson  
**Subject:** Re: Land's End Airport - Airspace Change Proposal - Land's End Transit Corridor (LETC) Airspace

Hi Chris,

Thank you for keeping me informed of your plans for the change in the airspace. I am leaving Cornwall and returning to Dorset therefore, it is not necessary to keep me informed.

Best Wishes for your plans,

[REDACTED]  
Sent from my iPad

On 7 Oct 2020, at 15:14, Christopher Pearson <[cpearson@islesofscilly-travel.co.uk](mailto:cpearson@islesofscilly-travel.co.uk)> wrote:

Dear All,

Please find attached a further document regarding our Airspace Change Proposal (ACP) being put forward to the Civil Aviation Authority (CAA) for the block of airspace known as the Land's End Transit Corridor (LETC).

The change sponsor is Land's End Airport, however the proposal is being developed by all regular users of the airspace including St. Mary's Airport, Penzance Heliport, Tresco Heliport, Sloane Helicopters and Isles of Scilly Skybus. This ACP is following the guidance contained within the CAA publication CAP 1616 and you have received this notification as a nominated stakeholder for this proposal.

We are seeking your views on a set of Airspace Change Options that have been developed following previously defined Design Principles and stakeholder feedback received to date. Please provide further feedback on the attached Option using the feedback form. The document can also be found using the following web-link:

<https://airspacechange.caa.co.uk/search?Page=1&Location=land%207s%20end>

**Please note that the deadline for feedback is: 12:30 on Thursday, 15<sup>th</sup> October 2020.**

**Finally, if you no longer wish to be sent any further information/documentation on this ACP, please email me by return and I will remove you from the stakeholder/recipient list.**

If you require any further information – please do not hesitate to contact me. I look forward to any comments, or if applicable, a statement of no impact/comment.



**ACP-2019-75**

**Proposed Airspace Changes to the Land's End Transit Corridor (LETC)**

**Stakeholder Feedback Form**

Name	[REDACTED]
Organisation	SKYBUS
Email Address	[REDACTED]
Telephone Number	[REDACTED]

**Options Appraisal - Addendum**

Option	Modify the size of the LETC
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Please would you return any completed forms to us before 12:30 on 15<sup>th</sup> October 2020. To:

[cpearson@issg.co.uk](mailto:cpearson@issg.co.uk)

or

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Cornwall,  
TR19 7RL

## Option: Modify the size of the LETC

Please provide feedback on how modifying the size of the LETC would affect the operations or interests of your Organisation. Please also include any suggestions/restrictions on where any new boundaries for the LETC should be located.

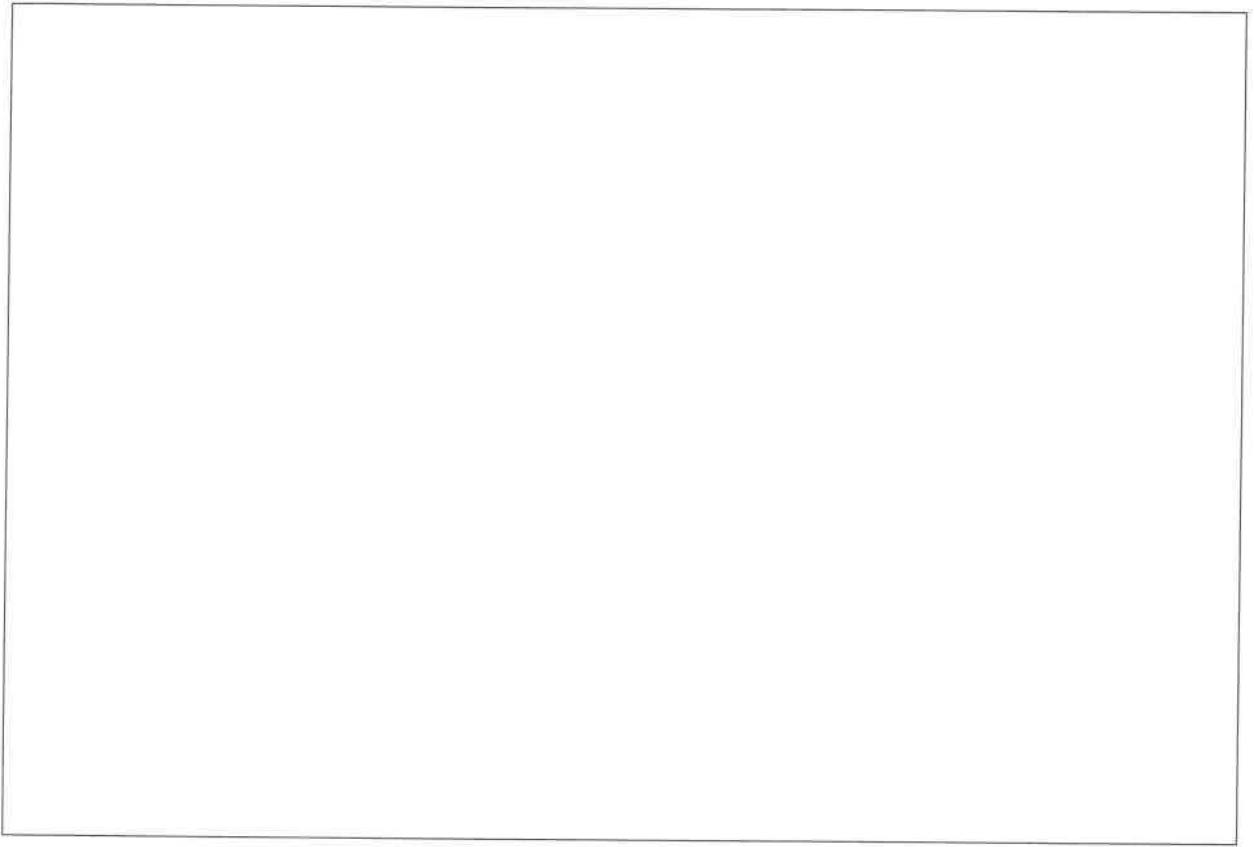
As Chief Pilot and Head of training for Skybus the possibility of widening the LETC would be advantageous in providing an increase in safety margins for company aircraft utilising the RNP approaches to runways 16 and 34 at Land's End.

Currently the base legs to the instrument approach final tracks for these runways and the holding patterns fall just outside the LETC.

If the LETC was widened to include these tracks and holding patterns aircraft flying the instrument approaches in IMC could have an improved level of safety.

As this extra airspace is over the sea and extending out further from the coastline than the current LETC boundary I cannot see it having any significant impact on general aviation aircraft that normally use the LETC and track down the coastline.

Please provide feedback on any safety issues that may concern your organisation and how these should be addressed.



## Christopher Pearson

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**From:** [REDACTED]@naturalengland.org.uk>  
**Sent:** 13 October 2020 11:06  
**To:** Christopher Pearson  
**Subject:** FW: 2020-10-28 330082 (Response by 15/10) Further Information - Airspace Change Proposal - Land's End Transit Corridor (LETC) Airspace - Land's End Airport  
**Attachments:** 2020-10-07 Option Addendum - Size of the LETC Letter Call for Feedback (Form).docx  
**Importance:** High

Dear Chris

Thank you for the above consultation. I refer you to my previous responses regarding this proposal and the need for a Habitats Regulations Assessment (HRA) for the entire proposal. Clearly expanding the LETC has the potential to affect more designated sites (and potentially different sensitive features) that would also need to be considered in the assessment before permission for this could be granted.

Regards

[REDACTED]  
[REDACTED]  
Lead Adviser

Devon, Cornwall and Isles of Scilly Area Team

Natural England

Polwhele, Truro, Cornwall, TR4 9AD  
[REDACTED]

During the current coronavirus situation, Natural England staff are working remotely to provide our services and support our customers and stakeholders. All offices and our Mail Hub are closed, so please send any documents by email or contact us by phone or email to let us know how we can help you. See the latest news on the coronavirus at <http://www.gov.uk/coronavirus> and Natural England's regularly updated operational update at <https://www.gov.uk/government/news/operational-update-covid-19>.

Stay alert, protect the NHS, save lives.

For information or advice from the Natural England Devon, Cornwall and IoS Team please email us at: [DevonCornwallandIslesofScilly@naturalengland.org.uk](mailto:DevonCornwallandIslesofScilly@naturalengland.org.uk). Alternatively you can contact us through the Enquiries Service [enquiries@naturalengland.org.uk](mailto:enquiries@naturalengland.org.uk) Phone: 0300 060 3900

[www.gov.uk/natural-england](http://www.gov.uk/natural-england)







**ACP-2019-75**

**Proposed Airspace Changes to the Land's End Transit Corridor (LETC)**

**Stakeholder Feedback Form**

Name	DAATM (Defence Airspace and Air Traffic Management)
Organisation	MOD
Email Address	DAATM-AirspaceConsultation@mod.gov.uk
Telephone Number	

**Options Appraisal - Addendum**

Option	Modify the size of the LETC
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Please provide feedback, using the following tables.

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[cpearson@issg.co.uk](mailto:cpearson@issg.co.uk)

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Please provide feedback on how modifying the size of the LETC would affect the operations or interests of your Organisation. Please also include any suggestions/restrictions on where any new boundaries for the LETC should be located.

The Royal Navy, on behalf of RNAS Culdrose and representing maritime aviation operations in the South West peninsula do not have any objections to proposed extension of the LETC to include coverage for approaches.

There are no further objections or concerns to the wider MOD.

Please provide feedback on any safety issues that may concern your organisation and how these should be addressed.

We would caution on an extension that this is in too close proximity to EGD 001 as this area is often used by RNAS Culdrose and other military Air Systems for live firing.

## Christopher Pearson

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**From:** admin@cprecornwall.org  
**Sent:** 15 October 2020 09:50  
**To:** Christopher Pearson  
**Cc:** admin@cprecornwall.org  
**Subject:** Land's End Airport - Airspace Change Proposal - Land's End Transit Corridor (LETC)  
AirspaceNo Subject

Dear Chris

Please can you remove Cornwall CPRE from the stakeholder/recipient list.

Thanks



Branch Support Officer

Cornwall CPRE

*We are an independent Cornish charity, registration number 218344. We have a mission to care for and protect Cornwall's countryside and rural way of life. If you require assistance with a planning case, you do not have to be a member because our first priority is to protect the Cornish countryside. Your support will however help us to do this effectively. To become a member, donor or volunteer, please contact us on 01872 480127 or refer to our web site <http://www.cprecornwall.org>*

To unsubscribe to emails from CPRE Cornwall, please reply to this email accordingly. The information contained within this e-mail is intended only for the individual to whom it is addressed. It may contain privileged and confidential information. If you have received this message in error or there are any problems, please notify the sender immediately and delete the message from your computer. The unauthorised use, disclosure, copying or alteration of this message is forbidden. CPRE Cornwall will not be liable for direct, special, indirect or consequential damage as a result of any virus being passed on, or arising from alteration of the contents of this message by a third party. This message has been scanned using the latest virus definition.



**ACP-2019-75**

**Proposed Airspace Changes to the Land's End Transit Corridor (LETC)**

Stakeholder Feedback Form

Name	[REDACTED]
Organisation	Perranporth Flying Club Ltd.
Email Address	[REDACTED]
Telephone Number	[REDACTED]

Options Appraisal - Addendum

Option	Modify the size of the LETC
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The figure below is a proposal as to how to modify the size of the LETC in red. A concern is that the LETC structure depends on the final decision as to the nature of the service provided to IFR traffic.

Features and rationale are:

The LETC is not extended to the North East

1. St Ives bay is used by Perranporth Flying Club as a training area.
  - a. The local microclimate provides VMC with good horizon when the rest of Cornwall subject to low cloud or rain
  - b. The location enables transit from Perranporth clear of poor conditions over the land
  - c. Training manoeuvres can be conducted with minimal nuisance on the ground but with within reach of landing areas in the event of engine failure.
2. The Eastern Boundary is normal to the axis of the LETC
  - a. No longer aligned with the line of longitude
  - b. Transits ground features on North and South Coasts (Summit of high ground/headland and Priory respectively)
3. The LETC is expanded to the North and South
  - a. Encloses the Holds
  - b. Shaped to enable a direct route from St Mary's to the Holds

Please provide feedback on any safety issues that may concern your organisation and how these should be addressed.

Were the LETC to be an RMZ or other class of controlled airspace, there is a potential hazard that the deconfliction problem is moved from within the LETC to the boundary. GA and commercial traffic that cannot enter the LETC due to capacity limitations will be concentrated close to the boundary with a risk of collision when orbiting. The interest of PFCL is that St Ives bay is an important location for flying training for the reasons above and in the area of potential congestion.

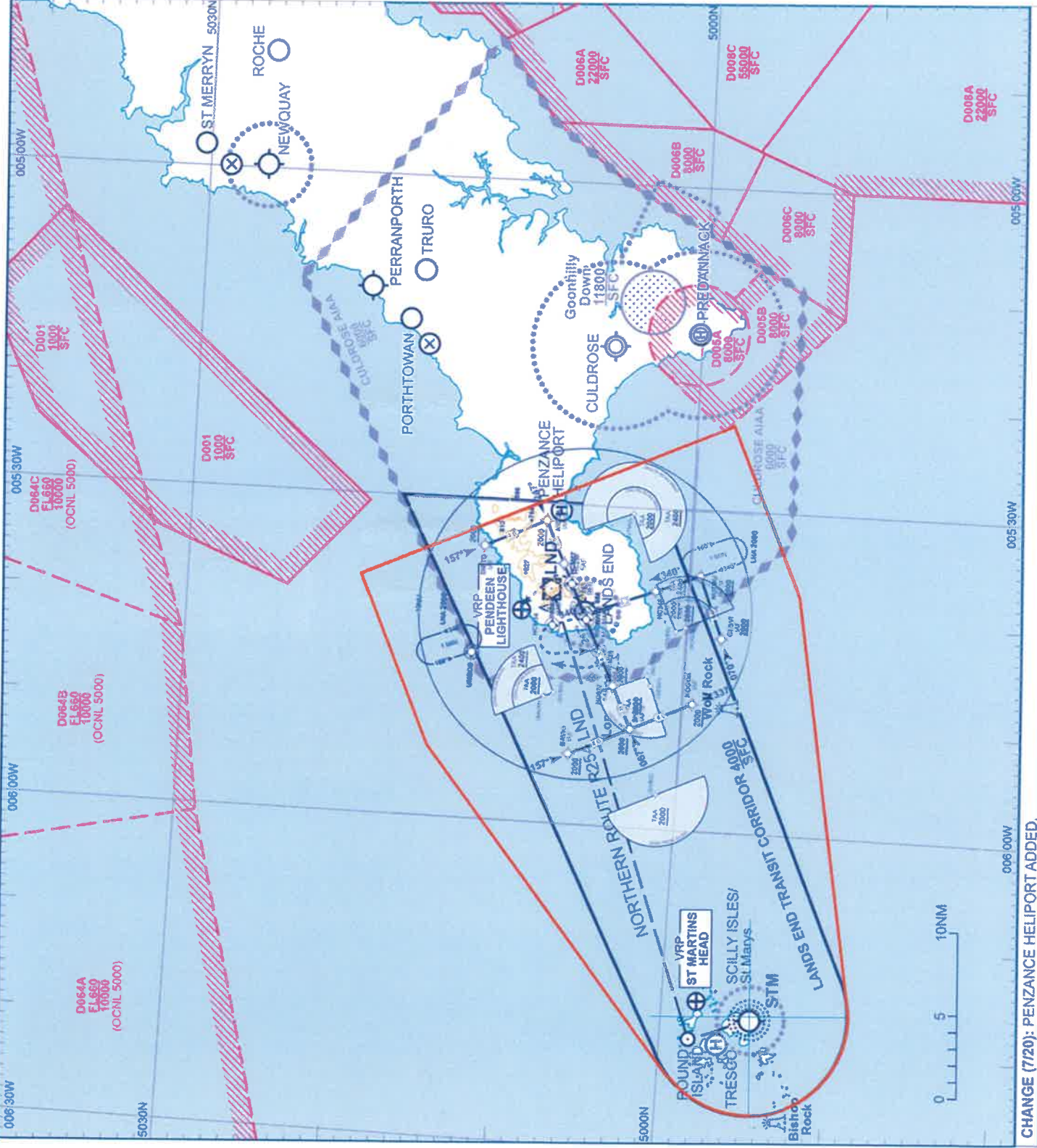
Mitigations to address the hazard:

1. Assure ATC capacity to facilitate entry to the LETC.
2. Designate the AIAA as an RMZ
3. Make the LETC a TMZ as opposed to an RMZ.

PFCL conducts instrument training in IMC that includes tracking the LND. This is conducted using a traffic service from Culdrose or Newquay. When Approaching and within the LETC and AIAA, it is possible to work both the Radar service (Traffic or Deconfliction) and the AFIS for the LETC (Basic) at the same time. A potential hazard relates to the coordination between the two ATC.

Mitigations:

1. None identified



CHANGE (7/20): PENZANCE HELIPORT ADDED.



**ACP-2019-75**

**Proposed Airspace Changes to the Land's End Transit Corridor (LETC)**

**Stakeholder Feedback Form**

Name	[REDACTED]
Organisation	Flynqy pilot training
Email Address	[REDACTED]
Telephone Number	[REDACTED]

**Options Appraisal - Addendum**

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This change has currently no direct impact on our flight training commitments at either Lands End or Scillies...

Please provide feedback on any safety issues that may concern your organisation and how these should be addressed.

If this is to enhance safety then we would support the change, as traffic movements are due to increase once the current COVID new normal have been introduced